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A Comprehensive and Complete
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HONGKONG WEEKLY
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Hongkong Daily Press.

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 Small 6.00
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 Hongkong Daily Press Office and
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No. 15,427. 第七十二百四千五萬一第 日八十月八年三十三號 HONGKONG, WEDNESDAY, SEPTEMBER 25TH, 1907. 三拜禮 號五十二月九年七零百九千一英滿香 PRICE, \$3 PER MONTE.



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1436

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46.

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7.30 a.m. to 9.00 a.m. ... Every 10 minutes.

9.00 a.m. to 11.00 a.m. ... Every 15 minutes.

11.30 a.m. to 12.45 p.m. ... Every 15 minutes.

12.45 p.m. to 1.15 p.m. ... Every 10 minutes.

1.15 p.m. to 1.45 p.m. ... Every 15 minutes.

1.45 p.m. to 2.15 p.m. ... Every 10 minutes.

2.15 p.m. to 3.00 p.m. ... Every 15 minutes.

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8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.,

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12.00 Noon to 1.00 p.m. ... Every 10 minutes.

1.00 p.m. to 2.15 p.m. ... Every 15 minutes.

2.15 p.m. to 3.00 p.m. ... Every 15 minutes.

3.30 p.m. to 4.00 p.m. ... Every 15 minutes.

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Before Port Arthur in a Destroyer, by Captain R. Gray	2.75	The Gambler, by Katherine C. Thurston	
Great Law Tennis Players, Their Methods Illustrated, by G. W. Heldam and P. A. Vale	2.25	The One who looked on, by F. Montresor	
Action-Photographs	7.50		

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SERVED IN ALL CLUBS AND FIRST-CLASS HOTELS, AND OBTAINABLE AT ALL WINE MERCHANTS IN THE COLONY, AND FROM SHEWAN, TOMES & CO., SOLE AGENTS.

Hongkong, 1st June, 1907.

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FIRST CLASS EUROPEAN HOTEL

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Every Modern Comfort and Convenience at

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In the Centre of the Praia Grande.

CAPT. T. AUSTIN, Manager.

Both Hotels Electrically Lighted and under

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Every Comfort and Convenience for Residents

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ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTH.

At Loer, Gornany, the birth of Mr. H. Börner, of a daughter.

AGRADECIMENTO.

JULIANA MARIA ALVES, filha de ALBERTO MARIA ALVES, ENMIA DA SOLEDAD ALVES SOARES e de marido, José Luiz DE SELVAS ALVES, e filha agnadeem a todos as pessoas que visitaram o seu casamento e estreinado marido, pais, padrinho, sogro, irmão e filo JOÃO MIGUEL SEBASTIÃO ALVES, durante a enfermidade a que sucedeu que o acompanharam sua ultima morada, não obstante o seu tempo, bom como pelas manifestações de condoléncias recebidas a todos que se dignaram assistir as exequias em suffragio de sua alma.

1505

HONGKONG OFFICE: 10A, DES VIEUX ROAD C.
CALON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 25TH, 1907.

The Tientsin newspapers are up in arms against the decision of the Government of Hongkong to close the British Postal Agency in that port at the end of the current month, and we observe that their protests have evoked an expression of sympathy from the N.C. Daily News. We could sympathise too—on the same terms—but from the point of view of the tax-payers of Hongkong we do not regard the decision of the Government as being open to the condemnation that is being heaped upon it.

The British Postal Agency in Tientsin has been established just twelve months, and many of our readers will be familiar with the history of the negotiations leading up to its establishment. The proposal originated in 1905 with the East India and China Trade section of the London Chamber of Commerce who represented that it was felt to be an anomaly that whereas there were German, French, Chinese and Japanese Post Offices at Tientsin there was no British Branch Post Office nearer than Chefoo, the

result being that whilst a letter could be sent from London to Chefoo for one penny, the forwarding of the same from Chefoo to Tientsin (a distance of only a few miles) cost two-pence half-penny. The Chamber urged that the recent momentous events in the Far East, meaning the Russo-Japanese war, had rendered it desirable that Great Britain should be in all respects as well equipped commercially with essential facilities as other European nations. At first the Postmaster General in London was apprised on the subject, but the Chamber was informed that the British Postal Agencies in China were under the control, not of the Postmaster General, but the Colonial Government of Hongkong. The London Chamber thereupon forwarded the correspondence to the Chamber of Commerce here who came to the conclusion that "for the greater convenience of British trade, as well as from an Imperial standpoint, the arguments brought forward by the London Chamber of Commerce are incontrovertible" and they were unanimously of opinion that it was advisable steps should be taken to open an agency at Tientsin with as little delay as possible. The Government acquiesced, not very enthusiastically apparently, for when the Governor (then Sir MATTHEW NATHAN) made his speech on the Budget which included an appropriation of \$12,898 for the Tientsin postal agency he commented on it in the following terms: "This agency was urged on the authorities at Home by the London Chamber of Commerce as being required for a correspondence between Tientsin and London and was supported by the Chamber of Commerce here as tending to the convenience of British Merchants in China, and therefore to the enhancing of British prestige. I have remarked that when British prestige is to be enhanced in China, and when some expenditure is involved thereby, the Hongkong Government is called upon to bear that expenditure." The local Chamber of Commerce had, however, given some consideration to this phase of the question, and wrote to the Government to the effect that while they were aware that the Treaty port postal agencies were not always sources of revenue to the Hongkong Government, and that any loss fell on the local ratepayers, they believed that in the case of Tientsin, one of the larger ports, it might reasonably be anticipated that no actual loss would occur.

Had that anticipation been realised, we have no doubt that the "peremptory order" for the closing of the Tientsin agency would not have been sent. At the next meeting of the Legislative Council, when the Estimates will probably be discussed, it would perhaps be useful if one of the unofficial members were to elicit from the Government the reasons for the closing of the agency. One Tientsin journal assumes it to be "nothing more than an incident of official routine on the part of some colonial subordinate who has been actuated by the wording of the agreement, which was that the experiment was to be put in operation for one year." We charitably assume that more sarcasm was intended to be shown in this remark than intelligent perception. Matters of this kind are not left to the decision of "subordinates," and our contemporaries may take it for granted that good reasons exist for the decision to close the agency. Another Tientsin paper understands that the agency "fully pays its own expenses," but in the very next sentence says: "it is only a question of the payment of bringing mails up here from Hongkong." Now this, as Sir MATTHEW NATHAN remarked, represents the larger part of the cost of the Agency. On referring to the approved Estimates for 1907, we see that of the total vote of \$12,898, transit charges account for \$7,600. If the British post office at Tientsin does no more than pay "its own expenses" and leaves the tax-payers of Hongkong to provide \$7,600 a year to cover the cost of the transit of mails, there is ample justification for the step taken by the Government, especially when we take into account the expectation that, in consequence of the revision of the postal rates, the Hongkong Post Office will next year incur a heavy loss. The revenue estimated for 1908 is only \$315,000 as compared with the estimate of \$418,200 in 1907, while the expenditure in 1908 is estimated at \$410,514. Faced with a decline in the Post Office revenue amounting to \$103,000, the Government finds itself in the position of not being able to reduce its expenditure on the Post Office by more than \$4,514. An estimated loss of \$93,514 is therefore shown on running the Post Office next year. In this difficulty the Tientsin community may find Hongkong's answer to its appeal. However much we may sympathise with Tientsin in the grave

inconvenience and the serious financial loss to the community which the closing of the British postal agency involves, the Post Office revenue of the Colony clearly does not at the present time warrant the Government in continuing a postal agency which millets the tax-payers of Hongkong to the tune of six or seven thousand dollars a year. One of the Tientsin newspapers understands that Major NATHAN, the General Manager of the China Engineering and Mining Co.—to whom efforts and assistance the establishment of the office at Tientsin, it says, was originally due—is prepared to carry the mails from Shanghai to Tientsin free by the standards of his line. No doubt the Government of Hongkong will give to such an offer its not favourable consideration, but if its acceptance would still leave a burden on the ratepayers of the Colony, the Government can hardly be expected to cancel its decision to close the agency.

The English Mail of the 24th August, was delivered in London on the 23rd inst.

The Lungshan was towed into dock yesterday from Macao to undergo repairs to her machinery.

Lady Lugard, accompanied by Captain Taylor, A.D.C., yesterday afternoon visited the soldiers' married quarters at Kowloon. She will pay a visit to the Refuge at West Point this afternoon.

A resident at Wong-nei-shaung village was summoned at the Magistracy yesterday with keeping a ferocious dog. A Sikh policeman said the animal bit him. It was stated that the dog was only seven months old and the summons was dismissed.

One of the group of Indians waiting here en route for Vancouver was placed before Mr. Melbourne at the Magistracy yesterday charged with the theft of eleven sovereigns from a compatriot. He was convicted and sentenced to three weeks' imprisonment.

According to a dispatch published in the New York Herald, the Japanese Government is making preparations for organising a Hongkong squadron in addition to the existing squadron stationed at Shanghai. The official explanation is that the Japanese trade south of Shanghai and Hongkong is rapidly growing, and it is expected that the trade with Annan will largely increase as the result of the French entente, and will necessitate the dispatch of warships in that direction. The Japanese newspapers report an American project to create a native Philippine army of thirteen battalions under the command of regular army officers.

In the course of the discussions on the subsidiary coinage question which took place some weeks ago the suggestion was made that in certain events, new coins of a different shape and design should be issued, so as to emphasise the distinction between Hongkong and Chinese coins. There is a strong popular prejudice in favour of the round coin, but that a square or octagonal shaped coin are not the only alternatives is shown in the new coins issued by the Indian Government. The new feature of the new coins is the scalloped edge, and in the event of a change of coinage being considered by the commission now sitting of the subsidiary coinage question, it will interest the members to note that the new Indian coins.

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HONGKONG CRICKET LEAGUE.

A meeting of the Hongkong Cricket League was held yesterday in Messrs. Shawin Tomes & Co's Office under the presidency of Mr. R. Hancock. The others present were Messrs. H. T. Jackson, T. C. Gray, A. E. Asper (secretary), A. Brown, Inspector Withers (Tang Chee).

The CHAIRMAN moved the adoption of the report, and in doing so, said he was glad to see they had a credit balance of \$55.

Mr. BROWN seconded. He added that he would like to endorse the reference in the report to Mr. Sercombe Smith. When the League was instituted four years ago Mr. Sercombe Smith helped them a great deal in overcoming the initial difficulties and when any dispute arose his judgment always proved sound. The success of the League was to a large extent due to Mr. Smith and he thought they might claim the League had been a success because it added to the interest of their life on a Saturday afternoon—both to players and non-players. It was indirectly responsible for the birth of two new clubs—the Police and Kowloon. In concluding he thought the committee ought to congratulate themselves on having secured Mr. Hancock as successor to Mr. Sercombe Smith (hear hear).

The report was adopted and the Chairman returned thanks for the flattering remarks of Mr. Brown and assured the members that his services would always be at their disposal.

The election of office bearers resulted as follows: President, Mr. R. Hancock; vice-president, Mr. Braidwood; secretary and treasurer, Mr. Asper.

Inspector Withers suggested that a different method of scoring might be adopted. By recording the percentages, clubs would be induced to play for a win instead of playing only for a draw as at present was the case with many. It was the opinion of members that if this new arrangement were introduced it would brighten cricket, and necessary notice of motion was given by Inspector Withers.

It was agreed that entries should close on the 2nd October and the annual match between the League and the Hongkong Club was provisionally fixed as two days meeting at China New Year and in the event of that time proving unsuitable the match to be played on the following Saturday.

Mr. CHEE raised the question of the League appointing umpires, but it was agreed that no remedy could be found for the difficulty and that the existing arrangement had proved adequate in the circumstances.

THE ROYAL HONGKONG YACHT CLUB.

The third annual meeting takes place on Monday the 30th inst. The report of the General Committee says the members and subscribers on the Register for the year ending 31st August 1907 number 208, thirty-four new members and three Military subscribers having been elected during the year. Mr. H. Percy Smith who has served the Club as Secretary and Treasurer for two years resigned those offices on the 31st August last, and Mr. G. G. Franklin has been elected Honorary Secretary and Treasurer. On the proposal of the Hon. Mr. F. H. May, the Commodore, in the chair, seconded by Major Broke, the General Committee recommend that the best thanks of the Club be offered to Mr. Percy Smith for his services as Secretary and Treasurer and for his donation of a Cup.

The Sub-Committee for Boating report that scratch four races were held in the Spring and produced good racing, and the interest of members in rowing as a form of exercise has been more evident during this summer than last. Four new four-oared and two new pair-oared boats with double girder oars to correspond are being ordered in England; and Mr. A. Crickshank has kindly assumed the responsibility of superintending their construction, and despatch. These boats are expected to arrive in December. The two older four-oared boats have been fitted with fixed seats, and it is proposed to hold a race for these boats towards the end of November. Mr. Percy Smith has kindly presented a cup for a competition is pairwise boats; the conditions will be published shortly. The Victoria Recreation Club and the Corinthian Yacht Club are getting out from England similar boats to those ordered for this Club, and it is hoped to hold a combined regatta, under the patronage of His Excellency the Governor, at the end of January next.

The reclamation of the site for the new Club House, Shaukiwan Road was finished in April last. A satisfactory contract for the building of the Club premises was let in May last, as reported in the *Daily Press*. Good progress has been made and the joints of the 1st floor are in position and good progress has been made with the brickwork above this level. But for the bad weather the brickwork would have been finished by the end of this month. Mr. E. W. Carpenter thinks that the Club will have removed to the new premises before the end of 1907.

The Water Polo season was fairly successful, although with the new blood in the team better things were expected, the position in the League being only fourth, the same as last year. With the better knowledge of the game next year they ought to do better. Several friendly games were played with the Victoria Recreation Club, Corinthian Yacht Club, Royal Engineers, and Royal Garrison Artillery, of which 4 were won and 3 lost. The 2nd team did very well indeed losing only about two matches. There is plenty of material in it to fill up vacancies in the 1st next year. The use of the Naval Dock for swimming was a great advantage, although permission was obtained rather late, after getting about 100 tickets were given out for admission to it. The thanks of the Club are due to the Commodore and Mr. A. J. Williams, of Messrs. Panchaud Lowther & Co. for their kindness in allowing the use of the Dock.

The balance sheet shows a surplus of \$522.64.

FUNNELS AND FLAGS.

Before the Hon. Commander Basil R. H. Taylor, R.N., at the Marine Magistrate's Court yesterday Dr. F. Grove, Deputy Health Officer of the port, prosecuted Chan Fie, the owner of a licensed passenger boat No. 114, for unlawfully concealing the number of his licence on the bows of his boat. Defendant pleaded not guilty. Prosecutor stated that on the 24th instant he boarded the Japanese steamer *So Shu Ming*, which was flying the yellow flag. While examining the passengers and crew he noticed defendant's sampan lying alongside. One man was going aboard of her at the time. He went to the side and looked over to take her number, but found that she had a piece of sacking hanging over her bows which concealed it. After five more men had gone down into her she shoved off and witness followed in his launch. As he got alongside some of the crew uncovered the number.

Defendant said he knew nothing about the sacking, but there may have been something covering the number.

His Worship imposed a fine of \$10, the alternative being three months' imprisonment with hard labour.

At the Marine Magistrate's Court yesterday, before the Hon. Commander Basil Taylor, R.N., Marine Magistrate, Chan Tai-fuk, master of the steam launch *Hai Nam* was prosecuted by Sergeant Jackson for carrying 18 passengers in excess of the number allowed by his licence.

When the sergeant had given his evidence defendant said he had nothing to say, and his Worship ordered him to pay a fine of \$10 or go to jail for three months.

The American Consulate General received the following typhoon warning from the Manila Observatory at 2.30 p.m. yesterday: "September 24, 1907, 1 p.m. typhoon about E. N. E. Guam approaching Southern Ladrone Islands."

An order has been placed with Messrs. Cairol and Co., of Greenock, for another steamer (the eighth) of the Moldavia class for the Peninsular and Oriental Company. This vessel, like the two ordered a few days ago, will be of 10,000 tons gross register, with propelling power equal to the maintenance of a speed of 18 knots. Including the new express steamer "Salsette," the company have thus, in consequence of the obligations entailed by the new mail contract, begun the construction of four steamers, aggregating 41,000 tons, the cost of which will largely exceed one million sterling.

The veterans sail in ship "De Tyrend Brodrie," has been repaired in the Swedish harbour of Nykoping, and started on a voyage to Mottevideo on August 24th. The "De Tyrend Brodrie" was built at Marstrand in the year 1786, and is therefore 120 years old. During that long period the ship has only had five captains, all descended from the same family. Her first captain navigated the vessel for twenty-nine years, he second for twenty-four, he third for twenty, her fourth for thirty-two and her fifth captain has already been seventeen years in command.

The Japanese Consul at Ottawa has telegraphed to Sir T. Shaughnessy, chairman of the Canadian-Pacific Railway, his congratulations on the record-breaking voyage of the "Empress of India." The Japanese mails of August 8 were received there on the fourteenth day, having been carried a distance of 7,500 miles. The steamer left Hongkong at four p.m. August 8, and arrived at Vancouver at 2.30 p.m. on August 18. She carried 647 packages and bags of mails, in addition to 133 bags and 157 packages for the overseas mail.

In an article on deep-sea sailing which appears in the "Yachting and Boating Monthly," Mr. F. T. Bullen traces the history of sailing from the earliest days, and gives some interesting information regarding the palmy days of square-rigged ships, when this country and America strove to hold the speed supremacy of the sea (in those days the tea trade with China). The construction of British shipbuilding and shipowners when the cheap Yankee boats of fast model were built and successfully captured the trade of the East Indies is graphically described, and more satisfactory from our point of view, the wonderful revival which in turn wrested the laurels back to the Union Jack. Speaking of those wonderful ships, the author says:—

The Americans introduced the most startling innovations with a rapidity which made old fogies hold their breath. They did away with the old bunt bows like the tail of a conventional church and capable of knocking a sea twenty yards and more ahead of the vessel in a smother of white. In their stead was built the clipper-hull design to cut the water, and yet to bristle it and flowing away aft in a beautiful spray curve nearly to the waist. Aft, instead of the huge bulging stern, without symmetry and designed apparently for the purpose of hanging on to the passing wave as much as possible, the run or delivery sloped away with much the same curve as the bow and with the same idea—that of holding no dead water—of slipping through the seas instead of clinging to them. Of course, all to the good, and yet to have avoided little had it not been for alterations as radical in the upper gear. Sails, instead of being mere bags to hold wind, were cut to fit, were made of a close-textured, dazzlingly-white canvas, and were also greatly enlarged in proportion to the size of the ship. Lastly, and most important of all, the men who were given charge of these vastly improved machines had no reverence for subordinates.

The Conservative British seamen blustered and sneered, but the solid facts were against them. They saw these flimsy, soft-wood ships, three of which could be built at the cost of one of their mass heart-of-ark frigates, racing past them, capturing their freight and making long voyages while they were making passages, and they were appalled. They felt as if their world was falling from beneath them. But fortunately the younger men among them had the sense to see that their only hope was in attacking the problem in the same way as the Yankees had done, and, aided by the shipbuilders and naval architects who have always been more progressive than the mariners for whom they catered, they began a new era of ocean travel, an era which can only characterize as the epoch of ocean yachting. . . . These new vessels were tremendously sparred for their size, and their commanders chosen from among men who had the reputation of being go-ahead not merely in the science of sail-handling, but in all that goes to make up the perfect seaman—as, indeed, the Yankee skippers undoubtedly were. And then commenced—it is only about half-a-century ago—the real days of deep-sea yachting, sailing-handling in excess. But these were no pleasure trips—they were run on the strictest

commercial lines, the prizes being enormous; and while every precaution that skill could suggest or money could supply was taken against disaster, the risks run were very great.

How they did carry on! It is all very well to taunt your spinakers, balloon jibs, &c., during a race with thousands of people around in case of an accident to succour you at once, where the carrying away of spars merely means losing the race, or even the capsizing of your yacht is only an annoyance. But in that hawing waste of waters, wherein you may sail for a month and see naught but sea and sky outside your own ship, where an accident may mean not merely the loss of your freight and profit on the voyage, but likely the lives of all hands, there was something noble of high daring in the roughly built ship, as, holding on by the weather range, he gained upon the much-tried sail. Then the sailmaker's work was submitted to a fair test. A steady strain which showed the needle-holes in the canvas like tiers of glittering oats, so long and open were they, which made each fastening, whether head cringle, robed eye, or clew, reveal its workmanship—there was no room for slop work. Likewise the spars and rigging. The test was ordered and paid for—here it was tested, and its failure meant death.

CHANG CHIH-TUNG'S SPECIAL AUDIENCE.

CHANG CHIH-TUNG'S SPECIAL AUDIENCE.

The Grand Secretary and Councillor Chang Chih-tung had a special audience of the Throne on the 14th instant, and was kept nearly two hours in the Throne-room answering questions and giving his views, says the *N.C. Daily News*. When asked what he thought of the various high officials of the Empire, Chang Chih-tung spoke in the highest terms of praise with reference to ex-Viceroy Tien Chin-hsien and Lin Shao-nin. On the other hand, Hui-chih-chang, Viceroy of Manchuria, and Li Ting, President of the Ministry of Agriculture, Works and Commerce, were denominated in unmeasured terms as incapable and weak. When asked what he thought of the results of the work done by the five travelling Commissioners, the reply was that there was nothing tangible in them. Chang Chih-tung concluded by recommending the establishment as soon as possible of a Parliament to inaugurate town and village councils, wholesale pardon to secret society men, and to bring about harmony between political cliques. No mention at all was made about the election of an heir apparent to the Imperial Throne.

MURDER IN HONGKOW.

A Russian Jewess was murdered at No. 56 Scott Road, Shanghai, on September 18th, in a most cruel manner. It appears that the deceased, a married woman named Liza Cappers, whose husband is said to have been away from Shanghai for some years, was living with another woman, who went to Yangtze-ko on Monday evening (16th) and celebrated the Jewish Festival with some friends there. There was no other occupant of the house. The deceased went out after tea and was seen returning at 2 p.m. At 7.30 p.m. her companion returned from Yangtze-ko and found the front door closed and locked. She thereupon went to No. 53 where a friend resided and a houseboy was sent to the back entrance with her. She entered and, on reaching her bedroom, which was downstairs, saw that her boxes had been turned out and that the contents were strewn around the room. Everything in the room appeared to have been searched. She then went upstairs and saw the dead body of Mrs. Cappers lying on the bed partly dressed. The woman at once hurried away to the Hongkow Police Station, and detective went to the scene of the murder. Mr. Brodiansky, Russian Vice-Counsel, and Dr. Voelker also came in reply to telephone messages and an examination of the body and promises was made. The body lay on the bed face down. Death had evidently been caused by strangulation, for a tow-line was still tied tightly around the neck in a reef knot, which appeared to have been tied with strong hands. Another towel was tied around the legs just above the ankles. The hands were crossed behind the back as though they had been held there while death took place. A heavy bruise was noticeable under the right eye and bruises on the neck just above where the towel was tied. The contents of the upstairs room in which the body lay had also been ransacked, though the furniture had not been thrown about. It appeared that the search, though hurried, had been conducted quietly. Meanwhile the houseboy from No. 53 had been sent to the police station, where he was questioned, and when the inquiry was concluded, the body was sent to the mortuary and a guard placed over the premises. Friends of the deceased assert that the had at least \$200 in the house and a pass-book for \$300 in the bank. The pass-book was found in the bedroom, but no money. The house is a very narrow one and the adjoining residences have upstairs front windows not more than ten feet from the open window of the room in which the tragedy took place; yet no sound was heard by the occupants of either of these places, so they assert, and no one was seen to enter or leave the house after the unfortunate woman returned in the afternoon. The circumstances point to robbery as the motive of the crime, but no substantial evidence had been procured when the mail left. Several detectives were engaged upon the case, however, and many theories had been formed.

ADMINISTRATION OF JUSTICE IN KOREA.

THE DIFFICULTIES OF REFORM.

Everybody will be surprised at the irresponsibility in which justice is administered in Korea, says a Japanese contemporary. Since the establishment of the administration by the Residency-General, Japanese jurists have been appointed as assistants to Korean chief justices of various provinces in order to ensure the fair administration of the law. At first, Korean officials resented interference by their Japanese assistants in the trial of prisoners, and they were inclined to disperse or prosecute privately. Latterly, the Korean having for a time Japanese assistants honest and sincere in their intentions, and their advice very valuable on account of its invariable reasonableness and fairness, now show an inclination to enter into more familiar and cordial intercourse with the Japanese assistants. It was thought that the Korean people would be satisfied and now regard the Japanese system of justice with feelings of greater respect and gratitude than before. In practice, however, the result is contrary. In the Korean view, adds the message, the practice of the Japanese Judges refusing to receive bribes and deciding cases on their merits is ridiculous. The Koreans think it quite legitimate for the successful party in litigation to present bribes to the Judges. They are complaining against a system of affixing stamps to petitions before the cases have been decided. Such being the case, many unexpected difficulties may be encountered in introducing judicial reforms in Korea.

CHINA AND TRADE UNIONISM.

Even the transgressor, the law-breaker, or the felon, whether Justice overtakes him in the long run or not, never fails to reap the reward of persistent energy, prudence, and indomitable perseverance. But when these virtues, which are among the chief natural laws of all progress, are the dominant characteristics of an almost innumerable people, they possess a magnitude of irresistible weight in the never-ending human struggle for supremacy.

China, mighty in its totality, mighty in its endurance, comprising four hundred millions of units, inspired by an industrial energy such as the white worker has no conception of its pressing onwards towards a place in the world's future whose bounds can be set by the countaction of nothing less than equal energy, equal perseverance, and equal self-denial. Everything is done by all the decrees of God and laws of nature, must fail before it.

What this tremendous fact implies—may shortly be stated in the following query. Although the white races have found it possible to maintain their higher standards of living together with their trade union restriction of industrial energy in competition with one another, how can they hope to succeed in competition with races who regard work as the highest end and aim of existence, and resolutely refuse to accept any abridgment of their labour in the interests of white industrialism?

It will be as well for us to realize clearly what manner of competitor the Chinaman really is. In the first place, he has a large and highly developed brain, the push and resource of a German or American, the financial and business ability of a Jew, the coolness and acquisitiveness of the canny Scot, and the patient and tenacious habits of the Turk all rolled into one. Added to this he possesses the physical strength and toughness of a mule, the appetite and digestive powers of an ostrich, and the staying qualities of a steam engine.

Whereas the white man now says invariably finds it requires an effort to commence work, and a good deal is necessary on the part of his employer to keep him going, it is the natural condition of a Chinaman to be in a state of restlessness activity. It needs no effort on his part to commence work, and when once started he goes on for ever like a steam engine, without any difficulty to calculate.

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NOTICE.

Communications respecting Advertisements, Subscription, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter: THE MANAGER.

Advertisements and Subscriptions which are not secured for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Codes: A.B.C., 8th Ed. Liebre. P.O. Box, 83. Telephone No. 12.

NEW ADVERTISEMENTS

TO LET.

THE "CHALET," Mount Kellett Road, Peak, containing 5 rooms. Possession about middle of October, 1907. Apply to H. TUNG, Comptroller, Jardine Matheson & Co., Ltd., Hongkong, 25th September, 1907. 1566

PUBLIC AUCTION.

THE Undersigned has received instructions from the concerned to Sell by Public Auction, at MUEBAY PIER, on WEDNESDAY, the 2nd October, at 5.30 P.M.

THE BRITISH REGISTERED CRUISING YACHT "KUKUBURE," 53 feet overall; 11 ft. 7 in. beam; 41.74 gross tonnage; copper bottomed. Communal Cabin, Lavatory and Pantry (with Ice Chest) Accommodation, and Large Deck Space.

Sails and rigging in excellent condition; two new sun awnings and stanchions, three Anchors, Chain and Manila Cable, Lamps, Life Buoy, etc. etc.

New Dinghy with Mast and Sail. TERMS.—Cash on delivery. GEO. P. LAMMERT, Auctioneer, Hongkong, 25th September, 1907. 1569

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship "ARRATOON APCAR," Captain A. Stewart, will be despatched for the above Ports on TUESDAY, the 1st Oct., at Daylight.

This steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a duly certified Doctor.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents, Hongkong, 25th September, 1907. 1570

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "KLEIST," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 24th inst., at 5 p.m.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st October, at 9.30 A.M.

All Claims must reach us before the 5th October, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents, Hongkong, 24th September, 1907. 5

HONGKONG CLUB.

NOTICE.

THE Twelfth Drawing of Sixty-Five Debentures of the Hongkong Club (\$100 each) was held in the Hongkong Club House on THURSDAY, the 19th inst., when the following Debentures were Drawn for Redemption:

28 378 839 1194 1594
38 460 876 1199 1721
60 475 881 1201 1726
117 516 984 1293 1732
119 514 988 1229 1739
134 557 1031 1253 1747
192 572 1010 1287 1762
217 641 1023 1293 1782
259 678 1032 1312 1793
326 776 1127 1439 1925
332 810 1128 1473 1946
335 819 1131 1533 1948
340 830 1176 1559 1955

and will be payable at the Hongkong and Shanghai Banking Corporation on MONDAY, the 30th day of September, 1907, in exchange for surrender of same.

By Order, C. H. GRACE, Secretary, Hongkong, 19th September, 1907. 1536

NIGHT STEAMER TO CANTON.

S.S. SAN CHEUNG. New Twin Screw Steamer, Capt. J. McGINN, leaves Hongkong for Canton at 9 P.M. on MONDAY, WEDNESDAY AND FRIDAY.

Leaves Canton for Hongkong at 5.30 P.M. on TUESDAY, THURSDAY & SATURDAY. Fare 1st Class \$3 single passage. Meals \$1 each.

ALSO SPECIAL EXCURSIONS TO MACAO on every SUNDAY.

Leaving Hongkong at 9 A.M. Returning from Macao at 6.30 P.M. Fare 1st Class \$1.50 single passage. 2nd 80 3rd 40 Meals \$1 each.

Servants' passages must be paid for. CHEUNG ON STREAMBOAT CO., LTD., No. 222, Des Voeux Road Central, Hongkong, 19th September, 1907. 1527

INTIMATIONS

NOTICE.

ALL Outstanding Claims against THE SAVOY, LIMITED must be sent to the LIQUIDATOR, No. 13, Queen's Road Central, by the 30th September, 1907.

QUAN HING, Liquidator, Hongkong, 24th September, 1907. 1564

STOCKBROKERS' ASSOCIATION OF HONGKONG.

NOTICE.

THE SETTLEMENTS This Month (SEPTEMBER) will take place on SATURDAY next, the 28th instant.

E. J. MOSES, Hon. Secretary, Hongkong, 24th September, 1907. 1559

NOTICE.

I will be to the interest of those who are insured by "L'INDUSTRIELLE" INSURANCE CO. OF PARIS to communicate with the undersigned.

LUCAS SCIENTIFIC DIAMOND PALACE, 1520 62, Queen's Road, Central.

EMPLOYMENT.

WANTED by a Young Man with good reference. A fast Typist with good knowledge of General Office work.

IN WANT, Care of "Daily Press" Office, Hongkong, 23rd September, 1907. 1543

HONGKONG FOOTBALL CLUB.

THE TWENTY-FIRST ANNUAL GENERAL MEETING will be held on TO-MORROW (THURSDAY), the 26th September, at 5.30 P.M. in the Hongkong Hotel, when the report of the Committee will be presented and Officers elected for the coming Season.

H. L. O. GARRETT, Hon. Secretary, Hongkong, 23rd September, 1907. 1552

HONGKONG ST. ANDREW'S SOCIETY

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL on FRIDAY, the 27th inst., at 5.30 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, of electing OFFICERS for the ensuing year, etc.

W. ARMSTRONG, Hon. Secretary, Hongkong, 21st September, 1907. 1533

ROYAL HONGKONG YACHT CLUB.

THE THIRD ANNUAL GENERAL MEETING of the Members of the above Club will be held in the CITY HALL on MONDAY, the 30th inst., at 6 P.M. By Order of the Committee,

G. G. FRANKLIN, Hon. Secretary, Hongkong, 24th September, 1907. 1560

NOTICE.

THE DRAWING of 60 DEBENTURES of the CLUB GERMANY, payable on MONDAY, the 30th September, 1907 will be held at the Club at 6 o'clock on FRIDAY, the 27th September, 1907.

Bearers of Debentures are invited to attend the Drawing.

For the Committee, H. SCHUMACHER, Hon. Secretary, Hongkong, 19th September, 1907. 1524

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to— B. R., Care of "Daily Press" Office, Hongkong, 13th November, 1906. 1543

YUET HAN RAILWAY CO., LTD.

TENDERS are invited for the SUPPLY of 50,000 (Fifty Thousand) AUSTRALIAN HARD WOOD SLEEPERS composed of

MURRAY RED GUM

RED MAHOGANY

WHITE do.

GREY BOX

TALLOW WOOD

BLACK BUTT

WHITE STRINGY BARK

RED do.

TURPENTINE

BLUE GUM

all in equal proportional quantities.

Size of Sleepers: 8 ft. long by 9 in. wide by 5 in. thick.

Price in Hongkong currency C.I.F. Wong-sha Railway Wharf, Canton.

Delivery to be completed at the end of February 1908. Tenders to be opened in the Railway Co.'s Head Office, Canton, MONDAY, the 14th October, 1907 at 2 P.M.

All Sleepers must be accompanied by a Government Certificate.

All Tenders must be accompanied with 500 dollars.

The right to accept or reject any or all of the Tenders is reserved.

THE KWONGTUNG MERCANTILE ADMINISTRATION OF THE YUET HAN RAILWAY CO., LTD Canton, 28th August, 1907. 1418

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now available 40,000 Cubic Feet of Cold Storage at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily. Sunday excepted, to receive and deliver perishable goods.

W.H. PARLAINE, Manager, Hongkong, 18th November, 1901. 47

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 235 at NORTH POINT. Suitable for above Purposes. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, Portions of MARINE LOTS Nos. 31 & 32

PRAYA EAST. Approximate AREA 15,000 SQUARE FT. 200 YEARS' LEASE.

For Particulars, apply—

GEO. FEN WICK & CO., LTD., Hongkong, 8th June, 1906. 106

ON SALE.

BOUNDED VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1907. WITH INDEX. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office, Hongkong 26th July 1907.

PUBLIC COMPANIES

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING of Shareholders in the above Company will be held at the Company's Office, on SATURDAY, the 28th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1907.

THE TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th September, both days inclusive.

DOUGLAS, LAFRAIK & CO., General Managers, Hongkong, 9th September, 1907. 1473

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE.

INCREASE OF CAPITAL.

SHAREHOLDERS are reminded that the SECOND and FINAL CALL of £15 Sterling per share on the NEW ISSUE OF SHARES will be payable on the 1st October next.

For the HONGKONG & SHANGHAI BANKING CORPORATION, J. R. M. SMITH, Chief Manager, Hongkong, 24th September, 1907. 1561

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

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NOTICE.

INCREASE OF CAPITAL.

S. MOUTRIE & CO., LTD.
ESTABLISHED 1875.

BABY GRANDS

RACHELS,
PELEYL,
KEMMLER
AND
ROSENKRANZ.
PRICES FROM \$750.

FOR LIGHTNESS OF TOUCH,
QUALITY OF TONE, AND
DURABILITY, THESE PIANOS
ARE UNRIVALLED.

A GUARANTEE FOR A TEST
PERIOD OF TWO YEARS
GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:
S. MOUTRIE & CO., LTD.,
York Building, Chater Road.

Hongkong, 30th July, 1906. 1352

**KEATING'S
LOZENGES**
EASILY CURE
THE WORST COUGH.

One gives relief. An increasing sale of over 80 years is a certain test of their value. Sold in bottles everywhere.

53

VISITORS AT HOTELS.

HONGKONG HOTEL
Mr. E. S. Abraham
Mr. A. Alatian
Mr. J. T. Andrew
Mr. J. H. Borthouse
Mr. Barber
Mr. H. G. Battiscombe
Mr. R. B. Battio
Mr. & Mrs. S. Biasey
Mr. R. J. Birbeck
Miss Biasey
Mr. A. Black
Mr. A. B. Blum
Mr. R. Braun
Mr. T. Brayfield
Mr. H. Bur
Mr. E. W. Carpenter
Mr. A. Carter
Mr. S. J. Chinchin
Mr. H. E. Colvin
Mr. A. H. Crook
Mr. J. Crichtonshank
Mr. and Mrs. W. H. Donald
Mr. W. Einstmann
Mr. R. M. Ezekiel
Mr. H. J. Fairchild
Mr. & Mrs. C. J. Farrow
Mr. H. G. Fisher
Mr. G. G. Franklin
Mr. C. B. Franklin
Mr. B. L. Frost
Mr. Dennis Fuller
Mr. S. J. Fullor
Mr. W. Gerdessus
Mr. D. Gibbs
Mr. J. Genes
Mr. A. G. Gregory
Mr. H. Grontert
Mr. Y. A. Gubay
Mr. W. Hall
Capt. T. A. Hall
Mr. & Mrs. S. V. Haan
& son
Mr. A. J. Harris
Mr. F. D. Hayden
Hon. Mr. & Mrs. E. A. Hewett
Mr. E. Howard
Mr. R. Hunter
Capt. R. Innes
Mr. J. P. F. Jok
Mr. R. J. Joseph
Mr. J. C. Joseph
Mr. J. C. Joughin
Mr. E. A. Kutsch
Mr. P. Kunzli
King Edward Hotel
Mr. J. A. Van Aalst
Mr. C. Becker
Mr. Harry Bramley
Mr. and Mrs. G. H. Corse, Jr.
Mr. A. R. Dickinson
Mr. G. H. Farby
Mrs. A. T. Ferreiro
Mr. W. Galon
Mr. A. G. G.
Mr. & Mrs. Halbritter
Mr. & Mrs. Hammu
Mr. H. Heit
Mrs. C. J. Jack
Mr. and Mrs. F. J. V. Jorge
Mr. J. E. Joseph
Capt. & Mrs. Krebs & family
Mr. Lambotte
Mr. A. C. Little
Capt. B. Lundholm
Mr. P. Marshall
KING EDWARD HOTEL
Mr. & Mrs. Newson and child
Mr. D. M. Nicholson
Mrs. Michi Nonner
Mrs. W. C. Passmore
Miss Annie Peacock
Mr. H. Pearson
Mr. & Mrs. E. Reiber
Mr. A. K. Sorgnali
Mr. H. S. Sprague
Rev. A. J. Stevens
Mr. W. J. Symmons
Mr. H. J. Topham
Mr. C. H. Walker
Mr. G. W. Tulidge
Mrs. H. Tupper
Mr. H. J. Twiss
Mr. W. A. Tyler
Mr. & Mrs. G. W. Voshay
Mrs. J. Weyer
Mr. F. H. Weinschenk
Mr. F. W. Woff
Mr. D. R. V. Williams
Mr. J. T. L. Williams
Mr. L. J. Wishart
Mr. J. B. Wishart
Mr. and Mrs. J. W. Withington
Mr. J. Woods

BOARD AND RESIDENCE

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS

"CLAREMONT,"

2 & 4, KENNEDY ROAD.

Hongkong, 9th February, 1907. 1359

FIRST-CLASS BOARD & RESIDENCE

AT "BRAESIDE"

A LARGE AND COMMODIOUS

RESIDENCE standing in its own

grounds, with Tennis Courts, Good Dining and Reception Rooms, Large airy and well

Furnished Bedrooms, every home comfort.

View of the Harbour; Terms moderate.

Apply to—Mrs. F. W. WATTS,

"Braeside," 20, Macdonnell Road

(late of "Fang Yuen.")

Hongkong, 27th June, 1906. 1343

DRINK'S SEVEN STAGES.

DOCTOR ENLIGHTENS ME. PLOWDEN.

Amusing evidence as to the different stages of drunkenness was given by a doctor before Mr. Plowden at Marylebone. A married woman named Agnes Memire, living at Claremont-terrace, Maida Vale, who was charged with being drunk and incapable of taking care of herself, denied the charge emphatically, and Dr. Williams, of Upper Dorset-street, who examined her some time after her arrest, said he found her in a mellow, comfortable state of drunkenness, recovering from irritation.

Mr. Plowden: Am I to understand that a person who gets drunk must first of all be irritable and then mellow?

Dr. Williams: There is always an irritable state, and that is succeeded by the mellow, comfortable, happy state.

And what is that succeeded by?—The pugnacious state.

Oh, they become irritable again?—They become affectionate after that.

And the next?—Then they become crying drunk.

Mr. Plowden: This is really a most instructive lesson, of which we are very much in need in this country sometimes. First irritable, then mellow, then pugnacious then effeminate, then crying drunk or lachrymose, and then?

—Collapses; incapable, sleepy.

And after that?—Nothing, I suppose? If you give them a little more?

Mr. Plowden: We have the seven stages of man now, we have the seven stages of drunkenness: irritable, mellow, pugnacious, affectionate, lachrymose, collapse, and death.

Dr. Williams added that these were the stages through which a person would pass if alcohol was administered in a scientific way.

Turning to the accused, Mr. Plowden said: "The doctor has paid you the compliment of saying you were mellow. I don't know whether you like it."

She replied that she was not drunk, and had only had a glass of beer.

Dr. Williams: ... he had the special smell that all drunkards have.

Mr. Plowden: Oh, and are there seven stages of special smells? (laughter).—No, but there is a special smell like that of rotten glue—(more laughter)—and she smelt it.

Mr. Plowden said he did not suppose the prisoner would forget this case, and he was sure he should not. Her standing in the dock had been the means of his hearing more about the subject of drunkenness than he had ever heard from a professional man before, and he hoped the prisoner had profited by the instruction. He said the prisoner 5s., with 14s. costs (the doctor's fees).

F. A. V. RIBEIRO,
Typewriting Work, Undertaken, Cleaned,
Repaired, Overhauled. Charges moderate.

State of the Hongkong Typewriting Bureau, 19, Queen's Road Central, (First Floor) Ago. to Royal Bar Lock Typewriter Co., Machines, Ribbons, etc., always in stock.

THE PACIFIC STEAMSHIP
TRAFFIC.

It is quite evident that the centre of magnitude of the world's trade is moving in the direction of the Pacific area. More than forty years ago, the late Secretary Seward made a prediction in the Senate of the United States that "the Pacific Ocean, its shores, its islands, and the vast regions beyond, will become the chief theatre of events in the world's great hereafter." Those who have watched recent events see that that prophecy is now being rapidly fulfilled, and it is necessary that all interested in industry and commerce should note the progress of events, and that statesmen should study the forces at work, so that their policy may be on right lines. The steamship traffic will afford a very good index of the tendency of events, and it is interesting to note intelligent Japanese opinion regarding it. Mr. Shiraiishi, the manager of the Oriental Steamship Company of Japan, recently stated that the steamship service of the Pacific is varied in nature, but he thought that it would be controlled not by England, Germany, and France but by Japan and America, and he confirmed that opinion by a reference to the trade on the America-Japan line, which he showed had greatly increased during the last ten years and he had no doubt the same tendency would be kept up. In respect to passengers, it was certain that with the growth of closer communication between the West and the East, the numbers would be greatly increased. He believed that the exclusion of the Chinese and the Japanese-emigrant is now an established fact, no matter in what language the treaties may be couched. The accommodation on board the steamers must be improved, and the Japanese, who were interested in the matter, were determined to make the means of conveyance upon the seas as comfortable as those on land. The trade between Japan and South America was only started a year or two ago, but already it has made considerable progress. Mr. Shiraiishi, however, pointed out that, as yet, there were few Japanese who knew anything about the promising condition of the Japanese South American trade, and have not yet realized the fact that there is a new empire being created in South America. Even as it is, trade with no country in the world seems so lucrative as that of South America at present; and he urges his fellow-countrymen to take full advantage of it. It seems to him that destiny of the country depends on the working of the Pacific route, and, therefore, Japan, to which the attention of the nations of the world is directed, must always be on guard to establish her plans most firmly, and thus advance the progress and development of the country. We only wish we saw the same intelligent interest in the future of Britain among its people as we find in Japan, with regard to the future of Japan. The chief reason of its success in the past is the onrush with which its people as a whole enter into any plans for national aggrandisement. Engineering.

RECOMMENDED BY EMINENT DERMATOLOGISTS AND ADOPTED IN THE PARIS HOSPITALS IN THE TREATMENT OF RINGWORM, ACNE, PSORIASIS, ECZEMA AND SKIN DISEASES GENERALLY.

8, RUE VIVIENNE, 8
PARIS

1653

GRIMAUT & C°

Medicinal Skin Soap

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8, RUE VIVIENNE, 8
PARIS

1653

THE LABOUR QUESTION
IN JAPAN.

GROWING FREQUENCY OF STRIKES.

Since January last strikes have been reported from all parts of the Empire, the strikes at the Asahi, Horonai and Besshi mines creating serious disturbances, and workers at the Ikuo mine are now agitated, to the great loss of industrial circles generally. In dysentery, piles, irritation of the lower bowel, coughs, etc., and other daily necessities through wages have remained unchanged. This change of circumstances has compelled the workers to demand an increase of wages, or better treatment otherwise. The Osaka Mainichi appends the following list of strikes and disturbances in various parts of the Empire since January last:

On January 10th, 30 employees of tailoring shops, in Yamaguchi, and a number of story-tellers went on strike for an increase of wages on the 15th 500 workers employed in sugar-refining in Osaka struck for an increase of wages and better treatment; on the 17th the employees of the Takemoto Electric Light Company left their work, on February 1st 100 cotton printing operatives in Tokyo demanded an increase of wages by 20 per cent., and 1,170 operatives in the Miku spinning mill

SOLD BY THE LATE ROBERT THORNE
OF GREENOCK AND HAS BEEN SOLD AS NO. 4 SINCE 1851.

SCOTCH WHISKY.

SOLE AGENTS IN

HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO., LTD.

1297

also struck; on the 18th carpenters and blacksmiths in Miku ceased work; on the 12th 500 carriers in the Kyoto General Post Office struck; on the 16th 800 operatives at the Mitsu Bishi Shipbuilding Yard at Nagasaki and 500 workers at the Ikuo mine struck work; on the 21st the hands at the Horonai colliery struck; on March 3rd 200 workers at the Shinga colliery in Kishu struck; on the 4th the Asahi copper mine workers struck and created a disturbance; on the 6th 600 workers at the Ikuo shipbuilding colliery in the Hokuetsu struck; about 1,000 men at a gold mine in Niigata Prefecture also struck; on the 11th all the workers at the Urata Dock Yard; on June 5th workers at the Besshi copper mine; on July 1st 21 workers at the Yaburi colliery, and between the 30th ultimo and the 2nd instant the workers at the Ikuo silver mine refused to work.

Dr. Williams: There is always an irritable state, and that is succeeded by the mellow, comfortable, happy state.

And what is that succeeded by?—The pugnacious state.

Oh, they become irritable again?—They become affectionate after that.

And the next?—Then they become crying drunk.

Mr. Plowden: This is really a most instructive lesson, of which we are very much in need in this country sometimes. First irritable, then mellow, then pugnacious then effeminate, then crying drunk or lachrymose, and then?

—Collapses; incapable, sleepy.

And after that?—Nothing, I suppose?

If you give them a little more?

Death.

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"The doctor has paid you the compliment of saying you were mellow. I don't know whether you like it."

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And the next?—Then they become crying drunk.

Mr. Plowden: This is really

SHIPPING.

ARRIVALS.

ALIA, British str., 4,975, Harry Gaukroger 24th Sept., Shanghai 21st Sept., Mails and General -O. & O. S. N. Co.
KANSU, British str., 24th Sept.—from Canton.
KLEIST, German str., 5,122, E. Meyer, 24th Sept.—Hamburg 15th August, Mails and General—Meichers & Co.
PRINZ HEINRICH, German str., 3,962, Paul Grech, 24th Sept.—Shanghai 21st Sept.
Mails and General—Meichers & Co.
SHOH MUHU, Japanese str., 100, T. Suzuki, 24th September—Shanghai via Ports 23rd Sept.—General—Osaka Shosen Kaisha.
TAISHUN, Chinese str., 24th September—from Canton.
TELMACHUS, British str., 4,892, J. H. Goodwin, 24th September—Fochow 22nd September.
General—Butterfield & Swire.
YETTERU MARU, Japanese str., 3,167, K. Sato, 23rd Sept.—Bombay 4th Sept.—General—Nippon Yusen Kaisha.

CLEARANCES.

HONG LEE, British str., for Amoy.
KANER, British str., for Amoy.
MATHILDE, German str., for Haiphong.
TOKOMACHI, British str., for Singapore.
Yutoro Maru, Japanese str., for Shanghai.

DEPARTURES.

24th September.
KLEIST, German str., for Shanghai.
TAMING, British str., for Manila.

SHIPPING REPORTS.

The British str. *Rubi* reports: Light North-easterly winds with fine weather and smooth sea.

VESSELS IN DOCK.

September 24th.
AMERICAN DOCKS—King George.
KOWLOON DOCKS—Dragon, Pouchatton, H.M.S. *Monarch*, Kowloon, Kwong Eng, H.M.S. *Handy*, Hupang, Chongya, Keong-wei.
COSMOPOLITAN DOCKS—Asia, Juncshan.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAIMUN," Captain A. J. Robson, will be despatched for the above Ports TO-MORROW, the 26th inst., at Noon.

For Freight or Passage, apply to DOUGLES, LAF HAIR & CO., General Managers, Hongkong, 24th September, 1907. 1563

COMPAGNIE DES MESSAGERIES MARITIMES.
FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YAREA," Captain Selier, will be despatched for the above Ports on or about the 30th inst.

For Freight, or Passage, apply to G. DE CHAMPEAUX, Agent, Hongkong, 24th September, 1907. 2

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, AIDEN, EGYPT, MEDITERRANEAN PORTS, FLY MOUTH AND LONDON. THROUGH BILL OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA," Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY, the 5th October at Noon, taking passengers and cargo for the above ports in connection with the Company's "VICTORIA," 6,500 tons from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c. will be conveyed from Bombay by the R.M.S. "PERSIA," due in London on 16th November, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The content and value of all packages are required.

For further particulars, apply to E. A. NEWBETT, Superintendent, Hongkong, 23rd September, 1907. 1

REGULAR STEAMSHIP SERVICE WITH LIBERTY TO CALL AT MALABA COAST.

PROPOSED SAILINGS FROM HONGKONG FOR NEW YORK.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABA COAST).

S.S. "SIEKH" 5th Oct.

S.S. "MUNCASTER CASTLE" 26th Oct.

1st Class Passenger accommodation.

For Freight and further information, apply to DODWELL & CO., LTD., Agents, Hongkong, 14th September, 1907. 1226-1254

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO AND IQUIQUE, VIA JAPAN PORTS (Katsusha, Kobe and Yokohama). With option to Call at Mexican and other Coast Ports.

Steamers Tons. About
"KASATO MARU" 6,100 On 8th Oct., NOON.

"KATHARINE PARK" 5,000 End of Nov.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager, York Building, Hongkong, 25th September, 1907. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & MFG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL...	DELTA	Brit. str.	—	C. L. Daniel, R.N.R.	P. & O. S. N. Co.	On 5th Oct. at Noon.
MARSEILLES &c. VIA PORTS OF CALL...	AUSTRALENIEN	Fren. str.	—	Verron	MESSAGERIES MARITIMES.	On 1st Oct. at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	H. W. Kendrick, R.N.R.	P. & O. S. N. Co.	About 9th October.
MARSEILLES, HAVRE & COPENHAGEN	INDIAN	Dan. str.	—	—	MELCHERS & CO.	End of October.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	ELAVONIA	Ger. str.	—	Wunderberg	HAMBURG-AMERIKA LINIE.	To-day.
HAVRE & HAMBURG VIA STRAITS, &c.	BELGRADIA	Ger. str.	—	Hildebrand	HAMBURG-AMERIKA LINIE.	On 19th October.
HAVRE & HAMBURG VIA STRAITS, &c.	REHENSTAUFEN	Ger. str.	—	v. Hoff	HAMBURG-AMERIKA LINIE.	On 2nd October.
NAPLES, GENOA, ALGIERS, GIBRALTAR &c.	PRINZ HEINRICH	Ger. str.	—	Jager	HAMBURG-AMERIKA LINIE.	To-day at Noon.
ODESSA	—	Rus. str.	—	P. Gorsch	MELCHERS & CO.	Middle of October.
NEW YORK	—	Am. str.	—	—	MELCHERS & CO.	On 5th October.
NEW YORK VIA PORTS & SUEZ CANAL	—	Am. str.	—	DODWELL & CO., LTD.	DODWELL & CO., LTD.	About 19th October.
VANCOUVER VIA HONGKONG JAPAN, &c.	—	Am. str.	—	ARNHOLD KARBERG & CO.	ARNHOLD KARBERG & CO.	On 2nd November.
VANCOUVER VIA HONGKONG JAPAN, &c.	—	Am. str.	—	SHEWAN TOMES & CO.	SHEWAN TOMES & CO.	To-morrow at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN	EMPEROR OF CHINA	Am. str.	—	CANADIAN PACIFIC R. CO.	CANADIAN PACIFIC R. CO.	On 24th Oct. at 4 P.M.
CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	EMPEROR OF INDIA	Am. str.	—	DODWELL & CO., LTD.	DODWELL & CO., LTD.	15th October.
SALINA CRUZ, MEXICO VIA KUCHINOTZU, &c.	KARATO MARU	Am. str.	—	TOYO KISEN KAISHA	TOYO KISEN KAISHA	On 8th Oct. at Noon.
AUSTRALIAN PORTS VIA MANILA	ALDENHAM	Am. str.	—	CHINA COMMERCIAL S. CO.	CHINA COMMERCIAL S. CO.	On 28th inst. at 5 P.M.
YOKOHAMA AND KOBE	CHANGHUA	Am. str.	—	GIB. LIVINGSTON & CO.	GIB. LIVINGSTON & CO.	On 28th inst. at Noon.
YOKOHAMA AND KOBE	CHINOTU	Am. str.	—	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 10th Oct. at 4 P.M.
YOKKAICHI & MOJI	PEINZ WALTER	Am. str.	—	MELCHERS & CO.	MELCHERS & CO.	On 10th Oct. at Noon.
JAPAN	ONSANG	Am. str.	—	W. B. Brown	W. B. Brown	On 10th Oct. at 4 P.M.
CHEFOO & TIENTSIN	TIEBODAS	Am. str.	—	W. von Sender	W. von Sender	On 18th October.
CHEFOO & NEWCHANG	HUICHOW	Am. str.	—	Rose Core	Rose Core	On 27th inst. at 4 P.M.
HONGKONG VIA SWATOW	NANCHANG	Am. str.	—	Zwart	Zwart	Quick despatch.
HONGKONG, KOBE & YOKOHAMA	CHOYANG	Am. str.	—	E. Foray	BUTTERFIELD & SWIRE	On 1st Oct. at 4 P.M.
HONGKONG, KOBE & YOKOHAMA	SUERICK	Am. str.	—	A. E. Sandbach	JARDINE, MATTHESON & CO., LTD.	On 6th Oct. at D'Light.
HONGKONG, KOBE & YOKOHAMA	YABEA	Am. str.	—	St. John George	JARDINE, MATTHESON & CO., LTD.	To-day at Noon.
HONGKONG, KOBE & YOKOHAMA	AREATON APCAR	Am. str.	—	G. W. Enby	MELCHERS & CO.	To-morrow.
HONGKONG, KOBE & YOKOHAMA	REHENSTAUFEN	Am. str.	—	J. Minssen	JARDINE, MATTHESON & CO., LTD.	On 27th inst. at 4 P.M.
HONGKONG, KOBE & YOKOHAMA	DELI	Am. str.	—	W. A. Wavell	JARDINE, MATTHESON & CO., LTD.	On 29th inst. at 10 A.M.
HONGKONG, KOBE & YOKOHAMA	CANTON	Am. str.	—	I. Sakurai	JARDINE, MATTHESON & CO., LTD.	On 29th inst. at 4 P.M.
HONGKONG, KOBE & YOKOHAMA	KANSU	Am. str.	—	F. Wheeler	JARDINE, MATTHESON & CO., LTD.	On 27th inst. at D'Light.
HONGKONG, KOBE & YOKOHAMA	YOKOHUN	Am. str.	—	E. A. Almond	JARDINE, MATTHESON & CO., LTD.	On 27th inst. at 4 P.M.
HONGKONG, KOBE & YOKOHAMA	KUIMUN	Am. str.	—	A. Sommerville	JARDINE, MATTHESON & CO., LTD.	On 28th inst. at 4 P.M.
HONGKONG, KOBE & YOKOHAMA	KUANGSE	Am. str.	—	A. Fraser	BUTTERFIELD & SWIRE	On 1st Oct. at 4 P.M.
HONGKONG, KOBE & YOKOHAMA	TAIWAN	Am. str.	—	W. H. Wavell	SHEWAN TOMES & CO.	On 5th October.
HONGKONG, KOBE & YOKOHAMA	PAKHOI & HAIPHONG	Am. str.	—	E. Finlayson	BUTTERFIELD & SWIRE	To-day at 4 P.M.
HONGKONG, KOBE & YOKOHAMA	MANILA	Am. str.	—	E. Houghton	JARDINE, MATTHESON & CO., LTD.	On 25th inst. at 4 P.M.
HONGKONG, KOBE & YOKOHAMA	MANILA	Am. str.	—	F. Semill	MELCHERS & CO.	On 1st Oct. at 4 P.M.
HONGKONG, KOBE & YOKOHAMA	MANILA	Am. str.	—	F. H. Royle	JARDINE, MATTHESON & CO., LTD.	On 26th inst. at 4 P.M.
HONGKONG, KOBE & YOKOHAMA	ZAFIRO	Am. str.	—	E. J. Todd	JARDINE, MATTHESON & CO., LTD.	On 27th inst. at 4 P.M.
HONGKONG, KOBE & YOKOHAMA	KALFONG	Am. str.	—	H. van Emmerick	JAVA-CHINA-JAPAN LIJN	On 28th inst. at 4 P.M.
HONGKONG, KOBE & YOKOHAMA	MAUDANG	Am. str.	—	—	JAVA-CHINA-JAPAN LIJN	On 29th inst. at 4 P.M.
HONGKONG, KOBE & YOKOHAMA	NAMSANG	Am. str.	—	—	—	On 4th October.
HONGKONG, KOBE & YOKOHAMA	LAHANG	Am. str.	—	—	—	—
HONGKONG, KOBE & YOKOHAMA	TYALATAP	Am. str.	—	—	—	—
HONGKONG, KOBE & YOKOHAMA	TSILWONG	Am. str.	—	—	—	—

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR
SHANGHAI VIA SWATOW ... "CHOIYANG" ... STEAMERS TO SAIL, Wednesday, 25th Sept., Noon.
MANILA ... "LOONGSANG" ... Friday, 27th Sept., 4 P.M.
YOKKAICHI & MOJI ... "ONSANG" ... Friday, 27th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA "NAMSANG" ... Saturday, 28th Sept., 3 P.M.
SANDAKAN ... "MAUSANG" ... Saturday, 28th Sept., 4 P.M.
SHANGHAI VIA NINGPO ... "WAISHING" ... Saturday, 28th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA "LAISANG" ... Tuesday, 1st Oct., 3 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.
Hongkong to Singapore 1st Class, Single \$ 85. Return \$100
Penang " " 85 " 150
Calcutta " " 165 " 250

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATTHESON & CO., LTD., GENERAL MANAGERS.

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	SHIPS
SHANGHAI, MOJI, KOBE, POONA, and YOKOHAMA	Capt. F. A. Vino, R.N.R.	About 27th Sept.	Freight only.
SHANGHAI	Capt. J. D. Andraws, R.N.R.	About 4th Oct.	Freight and Passage.
LONDON via URGAL PORTS	Capt. C. L. Daniel	Noon, 5th Oct.	See Special OF CALL.
MARSEILLES, LONDON and ANTWERP via SINGAPORE	Capt. H. W. Kendrick	About 9th Oct.	Freight and PASSENGER.
NAMUR	R.N.R.	Oct.	Passage.
TIJUANAS, JAPAN		Second half of Sept.	Second half of Sept.
TIJILWONG, JAPAN		Second half of Sept.	First half of Oct.
TIJIBODAS, JAVA		Second half of Oct.	Second half of Oct.
TIJIMAH, JAPAN		Second half of Oct.	Second half of Oct.
TIJIKINI, JAPAN		Second half of Oct.	Second half of Oct.
TIJIPANAS, JAPAN		Second half of Nov.	Second half of Nov.

For further particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 23rd September, 1907.

**CHINA NAVIGATION CO.,
LIMITED.**

FOR	STEAMERS	TO SAIL
AMOY, SHANGHAI and CHINKIANG	"KANSU"	On 25th Sept., 4 P.M.
CEBU and ILOIO	"RAIFONG"	On 25th Sept., 4 P.M.
SWATOW and SHANGHAI	"YOCHOW"	On 26th Sept., 4 P.M.
PAKHOI and HAIPHONG	"SINGAN"	On 28th Sept., 4 P.M.
SWATOW and SHANGHAI	"KWANGSE"	On 29th Sept., 4 P.M.
CHEFOO and TIENTSIN	"HUICHOW"	On 1st Oct., 4 P.M.
MANILA	"TEAN"	On 1st Oct., 4 P.M.
SWATOW and SHANGHAI	"KIUKIANG"	On 3rd Oct., 4 P.M.
CHEFOO and NEWCHIANG	"NANCHANG"	On 6th Oct., Daylight
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 10th Oct., 4 P.M.
YOKOHAMA and KOBE	"CHINGTU"	On 10th Oct., 4 P.M.
SWATOW and SHANGHAI	"SHAOHSING"	On 11th Oct., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th September, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI via SWATOW, "BOSHU MARU"	Capt. T. SUBURA	THURSDAY, 26th Sept.
AMOY and FOOCHOW		at 8 A.M.
TAMSUI via SWATOW ("DAIJIN MARU" AND AMOY)	Capt. I. SAKURAI	SUNDAY 29th Sept. at 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 24th September, 1907.

T. ARIMA, Manager.

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FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ HENRICH"	Wednesday, 25th Sept., at NOON.
KUDAT and SANDAKAN	"BORNEO"	Beginning of October.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA"	Thursday, 10th Oct. at NOON.
YOKOHAMA and KOBE	"PRINZ WALDEMAR"	About Thursday 18th October.

For further particulars, apply to—
NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

**CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE**

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPERRESS LINE," Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration.)

TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERRESS OF CHINA" 6,000	THURSDAY, 26th Sept.	14th Oct.
"EMPERRESS OF INDIA" 6,000	THURSDAY, 24th Oct.	11th Nov.
"MONTEAGLE" 6,163	WEDNESDAY, 6th Nov.	30th Nov.
"EMPERRESS OF JAPAN" 6,000	THURSDAY, 19th Nov.	9th Dec.
"EMPERRESS OF CHINA" 6,000	THURSDAY, 26th Dec.	6th Jan.
"EMPERRESS OF INDIA" 6,000	THURSDAY, 16th Jan.	3rd Feb.

"EMPERRESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 NOON.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, offering superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Services of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to—

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJULATJAP...	JAPAN	Second half of Sept.	JAVA PORTS	Second half of Sept.
TJILIWONG...	JAPAN	Second half of Sept.	JAVA PORTS	First half of Oct.
TJIBODAS...	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIMAH...	JAPAN	Second half of Oct.	JAVA PORTS	Second half of Oct.
TJIKINI...	JAPAN	Second half of Oct.	JAVA PORTS	Second half of Nov.
TJIPANAS...	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"OCEANA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex. s.s. "Britannia."

From Persian Gulf ex. B. I. S. N. & B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless

instructions are given to the contrary, before 6 hours.

Goods not cleared by the 25th September at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent

Hongkong, 18th September, 1907.

SHIRE LINE OF STEAMERS LTD.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"RECONSHIRE."

Captain Tomlinson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored, at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on WEDNESDAY, the 27th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOME & CO., Agents.

Hongkong, 19th September, 1907.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

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POST-OFFICE NOTICE

On and from the 20th October, the British Post Office, at Tientsin will be closed.

The *Yarra*, with the French mail of the 30th August, left Singapore on Monday, the 23rd instant, at 3 p.m. and may be expected here on or about Monday, the 30th instant. This packet brings replies to letters despatched from Hongkong on the 27th July.

FOR

PEW

DATE

Pitamalok	Wednesday, 23rd, 9.00 A.M.
Lacerte	Wednesday, 23rd, 9.00 A.M.
Slavonia	Wednesday, 23rd, 10.00 A.M.
Choyang	Wednesday, 23rd, 10 A.M.
Daiyu Maru	Wednesday, 23rd, 10 A.M.
Yeloro Maru	Wednesday, 23rd, 10 A.M.
Signal	Wednesday, 23rd, 10 A.M.
Printed Matter and Sam-	plus 10.00 A.M.
plas	Registration ... 1.00 A.M.
(Registration, with 1/4	fee of 10 cents, up to
10 15 A.M.)	Registration, Kowlo-
10.00 A.M.	No late fee.
Letter	11.00 A.M.
Wednesday, 23rd, 11.15 P.M.	Wednesday, 23rd, 3.00 P.M.
Wednesday, 23rd, 3.00 P.M.	Wednesday, 23rd, 4.00 P.M.
Wednesday, 23rd, 5.00 P.M.	Wednesday, 23rd, 5.00 P.M.
Wednesday, 23rd, 5.00 P.M.	Wednesday, 23rd, 5.00 P.M.
Hu	Thursday, 24th, 9.00 A.M.
Haiman	Thursday, 24th, 11.00 A.M.

EUROPE, &c., India via Tuticorin
(1st letters 11 A.M. to 11.30 A.M. Extra
Postage 10 cents.)

(Letters posted in all the Pilar Boxes
in time for the first clearance will be
included in this contract until.)

Macao
Amoy, Shanghai and Chinkiang
Cebu and Iloilo
Singapore, Penang, Madras, Colombo & Bombay
Hoichow and Haiphong
Amoy, Singapore and Bangkok
Swatow, Amoy, Foochow and Shanghai
Quang Chow Wan, Hoidow, Fuchai and
Haiphong
Swatow, Amoy and Foochow

IT IS PURE.

IT IS WHOLESALE.

IT IS REFRESHING.

SUN PILSENER BEER.

TRY IT

OBtainable EVERYWHERE.

SOLE AGENTS

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

Hongkong, 28th August, 1907.

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TO-MORROW.
Sale, Landed Property, at Sun Life Building,
Shaneen, Canton, Mr. Goo, P. Lammer, 3 p.m.
Sale, Household Properties, Sales Rooms,
Messrs. Hughes & Hough, 3 p.m.
Sale, Household Properties, Sales Rooms,
Mr. Goo, P. Lammer, 3 p.m.
Twenty-first Annual General Meeting of the
Hongkong Football Club, at the Hongkong
Hotel, 5.30 p.m.

JOINT STOCK SHARE.

Hongkong, September 24th.

COMPANY. PAID UP. QUOTATIONS.

Altham	Rs. 200	\$120.
Banks—		
Hongkong & Sh'au	\$125	\$171, sellers
	\$125	\$165.
	\$125	(\$165, paid up)
National B. of China	Rs. 60	\$61.
Bell's Asbestos E. A.	12s. 6d.	101.
China-Borneo Co.	\$12	194, buyers
China Light & P. Co.	\$10	16, buyer
China Provident	\$10	\$8.90, buyers
Cotton Mills		
Ewo	Tls. 50	Tls. 50.
Hongkong	\$10	\$10, sellers
International	Tls. 75	Tls. 62.
Lau Kung Mow	Tls. 100	Tls. 90.
Soychow	Tls. 500	Tls. 50.
Dairy Farm	\$10	\$174, buyers
Docks and Wharves		
H. & K. Wharf & G.	\$50	167, sellers
H. & W. Dock	\$50	113, sellers
New Amoy Dock	\$64	113, sellers
Shanghai Dock	Tls. 100	Tls. 77, sellers
Shui & H. Wharf	Tls. 100	Tls. 100.
Fenwick & Co. (Geo.)	\$25	17, sellers
Green Island Cement	\$10	11, sales & buy.
Hongkong & C. Gas	\$10	175, buyers
Hongkong Electric	\$10	14, buyers
Hongkong Hotel Co.	\$50	196, buyers.
Hongkong Ice Co.	\$25	220, sellers
Hongkong Kepo Co.	\$10	122, buyers
Insurance—		
Canton	\$50	270, sellers
China Fire	\$20	180, sellers
China Traders	\$25	260, buyers
Hongkong Fire	\$50	310, sellers
North China	25	Tls. 75, sellers
Union	\$100	760, buyers
Yankee	\$50	175, sellers
Land and Building—		
Hongkong Land Inv.	\$100	196, sellers
Hopewell's Estate	\$10	101.
Kowloon Land & B.	\$20	96.
Shamian Land	Tls. 60	Tls. 102.
West Front Building	\$50	748.
Mining—		
Charbonnages	Fr. 250	\$470, buyers
Raubs	18/10	81.
Peak Tramways	\$10	12, buyers
Philippine Co.	\$10	\$1.80, (new) buy.
Refineries—		
China Sugar	\$100	198, sellers
Luzon Sugar	\$100	21, sellers
Steamship Companies		
China and Manile	\$25	116, buyers
Douglas Steamship	\$50	444, buyers
H. & Canton & M.	\$15	228, sellers
Indo-China S.N. Co.	\$5	141, Preft.
Shell Transport Co.	\$1	120, Delft.
Star Ferry	\$10	420, buyers
Do. New...	\$5	411, buyers
South China M. Post.	\$25	122, sellers
Steam Laundry Co.	\$5	35, x.d.
Stores & Dispensaries		
Campbell, M. & Co.	\$10	220, sellers
Powell & Co., Wm.	\$10	58, sellers
Watkins	\$10	221.
Watson & Co., A. S.	\$10	311, sellers
United Asbestos	\$4	110.
Do. Founders	\$10	\$150, buyers
Union Waterboat Co.	\$10	512, sellers

VERNON & SMITH.

HONGKONG TIDE TABLE.

From Sept. 25th to 1st Oct., 1907.

HIGH WATER.

LOW WATER.

By Weeks.

By Month.

By Mean Time.

By Height.

Hongkong Mean Time.

Height.

Hongkong Mean Time.

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By Weeks.

By Month.

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